श्री सभापति: क्वैश्चन नं0 84.

Highway projects in the country

*84. SHRI B.K. HARIPRASAD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether, according to a World Bank study released in Delhi recently a whopping Rs. 9000 crores is locked up in arbitration cases related to highway projects in India;

(b) whether according to the report about 40 per cent of highway projects in India suffer cost overruns of 30-55 per cent and almost 70 per cent projects are completed with time overruns; and

(c) whether despite such problems with India's highway projects, the World Bank is considering to step up its assistance in various States and also a loan of $3 billion for development of highways in India?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) There are 163 no. of arbitration cases comprising approximately 1000 number of disputes amounting to Rs.8508.77 crores relating to highway projects under National Highways Development Project (NHDP). 85 cases of already published Arbitral Award are pending before different Courts comprising 380 numbers of disputes amounting to Rs.593.73 crores.

(b) Out of 218 projects completed under NHDP, 146 projects were completed behind schedule *i.e.* 66.97 percent projects suffered time overrun. Escalations due to delay are paid as per contract provisions. In fact it is a contractually enabled provision which permits to limit for payment of material actually consumed, at prices which actually exist. In case the project is delayed due to reasons attributable to the Contractor, liquidated damages are imposed and no escalation is paid. Escalations are paid only is case where the delay is beyond the control of the Contractor.

(c) A proposal has been forwarded to World Bank to consider an assistance of $ 2.96 billion for development of non-NHDP National Highway sections in various states to two lane standards.

SHRI B.K. HARIPRASAD: Mr. Chairman, Sir, the national highway projects are very ambitious projects of both the NDA and the UPA. If we go by the statistics, it shows that in the past approximately nine years, there had been a tardy development of the national highways. Sir, when the NDA came to power, they insisted on National Highways, Expressways and the Golden Quadrilateral etc.

In the recent past, in 2001, two projects, one in Uttar Pradesh and the other one in Jharkhand, were taken up, and, which have almost got stalled. It involves Rs. 19,000 crores. I do not know whether these projects have been started or not. I want to know when these

projects will be completed. I think, these projects have been taken up under the World Bank scheme. Apart from this, two projects in Karnataka, namely, Chitradurga and...

MR. CHAIRMAN: Please put the question.

SHRI B.K. HARIPRASAD: Sir, I am putting the question. Sir, because there is a lot of delay in the implementation of these projects, I just want to know from the hon. Minister as to how long will it take to complete these projects, especially, one project in Uttar Pradesh and the other one in Jharkhand, and, also the two projects in Karnataka, namely, Chitradurga and Shiradi Ghat. Sir, for the past ten years, about sixty kilometres of the stretch has not been completed. I want to know from the hon. Minister as to when he will be completing these projects.

SHRI KAMAL NATH: Sir, the question really is about dispute resolution and about the cases which are pending in dispute. Sir, there has been delay, undoubtedly, and, the reasons for this delay have largely been due to land acquisition. Land acquisition has been an enormous challenge, and, for the last few months, the State Governments are sensitized about the importance of land acquisition. We are setting up 150 special land acquisition units to ensure that the land is acquired in time; the unencumbered land or removal of utility like electricity polls etc.

The hon. Members mentioned about the NDA Government's progress, I would like to inform the hon. Member that just this year alone, we will build more roads than what were built in the entire five years regime of the NDA Government.

SHRI B.K. HARIPRASAD: Sir, this is my second supplementary. Sir, the dynamic Minister has announced that he will be completing about 7,000 km. of roads annually, which means 20-kilometre per day. With so much of litigation going on through out the country, I have my own doubts as to how the Minister would complete these projects. Sir, the (b) part of my question is: whether to empower the National Highway Authority of India financially, apart from providing sovereign guarantee against National Highway Authority of India's instruments like bonds, the Government would also consider empowering the National Highway Authority to levy cess on commercial vehicles plying on national highways stretches and carrying heavy minerals thereby causing a premature damage to the roads which necessitates frequent repairs and resurfacing.

SHRI R.P.N. SINGH: Sir, the hon. Member has brought to the notice of the House the delays which we have because of the arbitration, which is taking place in the National Highways Authority of India. I would like to bring to the notice of the House that all the arbitration cases are mostly on the model which was being followed by the NHAI earlier when it was started. When the National Highway Authority was started, it was the EPC programme. The 20-kilometre road per day, which the Ministry plans to make are mostly going to be on the BOT-Toll model, where there is little problem of arbitration, and, in fact, we have had no kind of arbitration in the

BOT-Toll model. As far as the problems coming in the BOT-annuity, or, BOT-Toll problems are concerned, my senior colleague has already answered the question of land utility, we have put up a lot of things to get the land acquired.

श्री रुद्रनारायण पाणि : धन्यवाद, सभापति महोदय। हिन्दी में एक शब्द है "**मार्गदर्शन**"। अगर हम किसी भी विशिष्ट व्यक्ति से सभा में मिलते हैं तो कहते हैं कि कृपा करके मार्गदर्शन कीजिए, लेकिन आज देश में मार्ग की हालत क्या है? देश भर में राजमार्ग तो दूर सामान्य मार्ग की हालत भी अत्यंत दुर्दशाग्रस्त है। सर, मैं उड़ीसा से आता हूँ।

श्री रुद्रनारायण पाणि : उड़ीसा के मुख्य मंत्री बात-बात पर कहते हैं कि श्री कमल नाथ जी मेरे मित्र हैं, जो राजमार्ग मंत्री हैं, वे मेरे मित्र हैं। सर, राज्य में जितने मार्ग हैं।

श्री सभापति : आप सवाल पूछ लीजिए।

श्री रुद्रनारायण पाणि : सर, मेरा सवाल यह है कि राज्य में जितने राजमार्ग हैं, जैसे राष्ट्रीय राजमार्ग सं. 200 है, राष्ट्रीय राजमार्ग सं. 23 है, राष्ट्रीय राजमार्ग सं. 43 है और राष्ट्रीय राजमार्ग सं. 05 है, जोकि कोलकाता से चेन्नई तक के लिए है तथा राष्ट्रीय राजमार्ग सं. 06 भी है, जो कोलकाता से मुम्बई तक के लिए है, उनमें से किसी भी राजमार्ग की हालत ढंग की नहीं है। उनकी स्थिति ऐसी है कि उन पर एक इंच भी आगे बढ़ने की हालत नहीं है।

श्री सभापति : आपका प्रश्न क्या है?

श्री रुद्रनारायण पाणि : सर, मेरा प्रश्न यह है कि उड़ीसा राज्य के राजमार्गों की मरम्मत के लिए कम से कम कितना पैसा दिया जाता है और जो पैसा मरम्मत के लिए दिया जाता है, राज्य सरकार उसका व्यय ठीक ढंग से कर पाती है या नहीं कर पाती है? कृपा करके मंत्री महोदय एक बार राज्य में विराजें और वहां के लोगों की दुर्दशा को दयापूर्वक देखें।

श्री कमल नाथ : सर, इनके दो प्रश्न हैं।

श्री सभापति : आप एक प्रश्न का जवाब दीजिए।

श्री कमल नाथ : इनका पहला प्रश्न यह है कि मुख्य मंत्री मेरे मित्र हैं, इसका भी मैं जवाब दे देता हूँ। जैसे विभिन्न प्रांतों के मुख्य मंत्री मेरे मित्र हैं, वैसे ही उड़ीसा के मुख्य मंत्री भी मेरे मित्र हैं। मुझे उम्मीद है कि माननीय सदस्य इससे संतुष्ट होंगे।

जहां तक राजमार्ग के maintenance की बात है, इस संबंध में मुख्यमंत्री जी मुझस मिले थे और समय-समय पर अन्य MPs भी मुझसे बात की है। उड़ीसा के राजमार्ग के maintenance के लिए और सेन्ट्रल रोड फंड के लिए जो आवश्यक और पर्याप्त राशि है, उसको हम देने का प्रयास कर रहे हैं। माननीय सदस्य को यह जानकर खुशी होगी कि उड़ीसा को जो पिछले साल मिला था, इस साल और अगले साल उससे ज्यादा मिलेगा।

DR. K. MALAISAMY: Sir, in the wake of several lapses, as pointed out in the question by the hon. Member, I am inclined to ask whether the World Bank, which is giving the credit, has made any adverse observation against the country which is availing the credit. If so, what are the adverse observations against us?

SHRI KAMAL NATH: Sir, there are World Bank projects which are going on. And we are looking at another World Bank loan also. There are certain issues, which the World Bank raised,

with regard to implementation. Some of them have been resolved and some of them are in the process of being resolved.

I am happy to inform the hon. Member that in the recent discussions with the World Bank, they agreed to consider what they have not considered earlier, in addition to the project, which we have given them. The submitted project will cost three billion dollars, roughly 2.96 billion dollars, to convert one lane National Highways into two-lane National Highways. In our country, the length of one lane National Highways is 17,000 km. Now to convert them into two lanes, we have prepared a World Bank proposal. The World Bank is going to consider this. It will give three billion dollars over a period of five years. The World Bank has also agreed to look at viability gap funding and annuity which they were not doing earlier. This would provide us a major resource for the programme in the next four or five years. There have been some concerns with the World Bank, and rightly so, and we have been correcting what they have brought to our notice. Certain things require corrections and certain things don't require correction. While that is going on, currently, we are also pursuing further funding and further borrowing from the World Bank.

SHRI TAPAN KUMAR SEN: Sir, the hon. Minister has just told that there are many disputes basically in EPC areas, and in the BOT toll projects, which are being subsequently undertaken, there are no problems. I think that in the BOT toll projects also, there are problems and delays. Whether the hon. Minister is aware that BOT toll projects may not be having much of the problem for the Government, but it has problems of other dimensions. Where there are BOT projects, contractors are being extended concessional period for 15, 30 years and the contractors are realising their costs by 5, 6 years by collection of tolls. So, there is an overall problem for the country's economy and the department. I would like to know whether they are considering that. And also whether they are aware that even in BOT projects, the major reason of the delay is changing the scope of work by the NHAI after awarding the contract and this resulted in the contractor who got the contract on the basis of a negative grant procuring more than Rs. 150 crores from the Government as in the case of the Gurgaon Highway project. I would like to know whether any accountability was fixed for this gross negligence and gross mismanagement. Thank you.

SHRI KAMAL NATH: Sir, with regard to the BOT projects, first by question of toll period must be understood that toll period is based on Projections made, a feasibility study is prepared on traffic, projections, the traffic which we are seeing, and we are ensuring that we are as accurate as possible and the traffic and the toll pays for the capital cost of the road. The feasibility studies which are prepared, these have been not of a very good quality, I must admit. We are taking corrective steps in this respect. Sometimes, certain bypasses or certain service lanes or certain other facilities in the road which are not part of the design or the engineering, are required to be undertaken, which is outside the scope of the project which the hon. Member has referred to, and rightly so. These have to be taken up on an *ad-hoc* basis because in respect of these projects, there is a public outcry, there is a need for it, and when these get taken up

separately outside the BOT, obviously, that does not form a part of the total project cost. So, for the future projects, we are ensuring that by more public consultations and more public interaction, we are able to give correct designing, correct engineering and provide facilities so that this add on which takes place, is not there.

श्री रामदास अग्रवाल : सर, एक छोटी सी request है, मैं interpret नहीं कर रहा हूं।

सभापति महोदय, मेरी प्रार्थना है, मैं इस विषय पर discussion इसलिए चाहता हूं कि ...**(व्यवधान)**...

श्री सभापति : आप उसका नोटिस दीजिए।

श्री रामदास अग्रवाल : मैं दे रहा हूं। सर, इसमें एक लाख करोड़ रुपए से ज्यादा खर्चा होता है और इन परियोजनाओं में कई व्यवधान हैं, इसलिए अगर उस पर discussion होगा तो कमल नाथ जी को भी सहायता मिलेगी और कई व्यवधान दूर होंगे। Fair enough.

Damages due to floods in A.P., Karnataka and Maharashtra

*85. SHRI AMAR SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons killed and rendered homeless as a result of recent heavy rain and rushing floods in the States of Andhra Pradesh, Karnataka and Maharashtra;

(b) whether it is a fact that several lakh acres of agricultural land have been submerged in these States;

(c) if so, the details thereof; and

(d) the assistance provided to these States in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MULLAPPALLY RAMACHANDRAN): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) to (d) According to the information received from the Governments of Andhra Pradesh and Karnataka, 90 human lives in Andhra Pradesh and 229 human lives in Karnataka have been lost as a result of heavy rains/floods during 29th September to 4th October 2009. About 2.85 lakh persons in Andhra Pradesh and about 7.66 lakh persons in Karnataka who were rendered homeless, reported to have been accommodated in the relief camps.

Crops over an area of 2.82 lakh ha in Andhra Pradesh and 22.85 lakh ha in Karnataka are reported to have been affected.

No report of damage has been received from Maharashtra.

Requests of the States of Andhra Pradesh and Karnataka for financial assistance from National Calamity Contingency Fund (NCCF) in the wake of above floods are being processed. However, pending the processing of their request, second installment of Central share of Calamity Relief Fund (CRF) for the year 2009-10 amounting to Rs.156.835 crore to Andhra Pradesh and Rs.52.26 crore to Karnataka have been released in advance. In addition, in